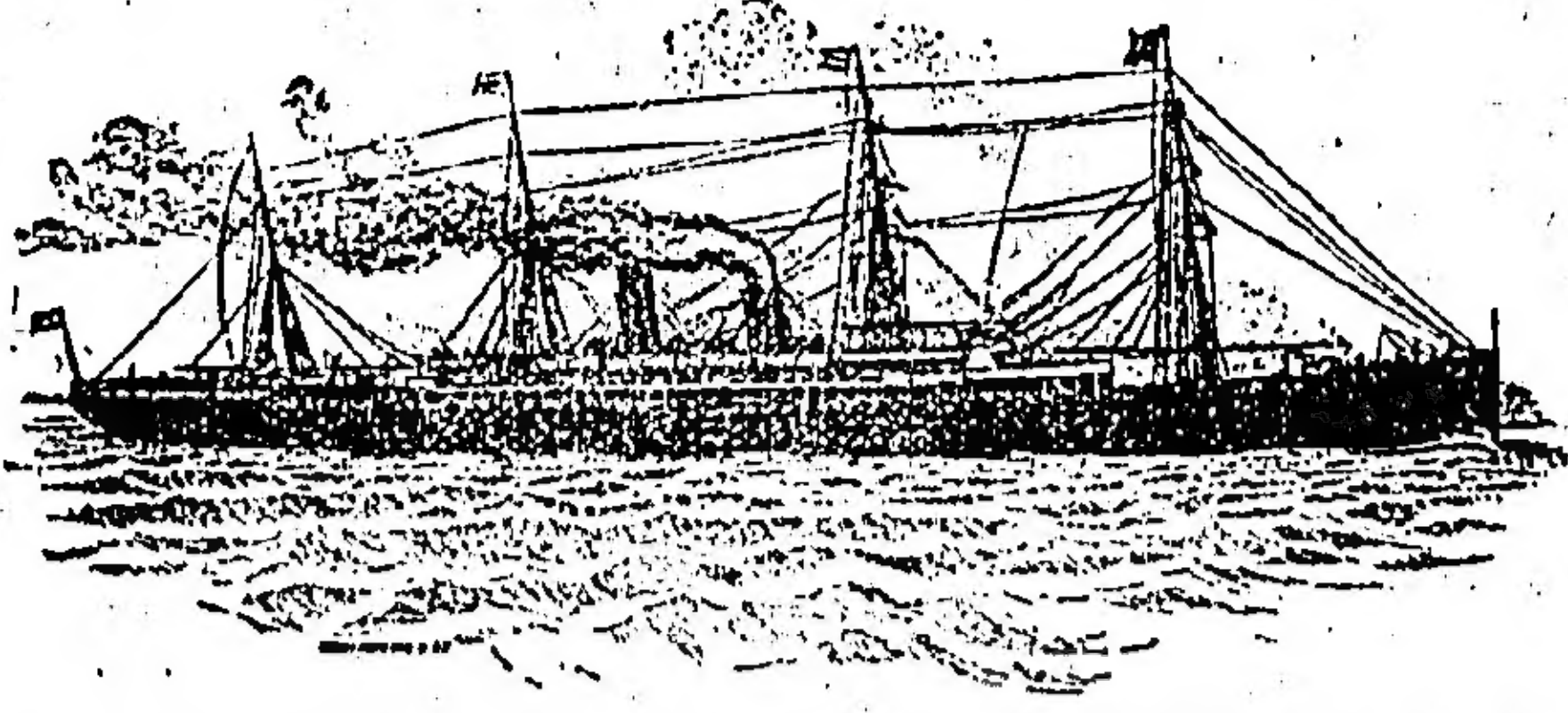






Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	TUESDAY, 1st September, at Noon.
"NIPPON MARU"	TUESDAY, 8th September, at Noon.
"SIBERIA"	WEDNESDAY, 16th September, at Noon.
"COPIE"	WEDNESDAY, 26th September, at Noon.
"AMERICA MARU"	THURSDAY, 3rd October, at Noon.
"KOREA"	THURSDAY, 13th October, at Noon.
"GABRIEL"	THURSDAY, 20th October, at Noon.
"HONGKONG MARU"	WEDNESDAY, 28th October, at Noon.
"CHINA"	FRIDAY, 6th November, at Noon.

Record Trip Yokohama to San Francisco made by S.S. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 1st September, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding ORDERS for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchandise Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 22nd August, 1903.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)		
R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 23rd September.
"TARTAR"	4,425 "	WEDNESDAY, 7th October.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 21st October.
"ATHENIAN"	3,882 "	WEDNESDAY, 4th November.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 18th November.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 16th December.
"TARTAR"	4,425 "	WEDNESDAY, 30th December.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Fidlers' Street.

Hongkong, 25th June, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SITHONIA	HAVRE, ANTWERP and HAMBURG.	31st August.	Freight.
Hildegard	(Calling at SINGAPORE and COLOMBO).		
KONIGSBERG	HAVRE, BREMEN and HAMBURG.	13th Sept.	Freight and Passengers.
Mayer	(Calling at SINGAPORE and PENANG).		
ANDALUSIA	HAVRE and HAMBURG.	23rd Sept.	Freight.
von Döhren	(Calling at SINGAPORE and COLOMBO).		
ABESSINIA	HAVRE and HAMBURG.	6th October.	Freight.
Filler	(Calling at SINGAPORE and PENANG).		
BRISGAVIA	HAVRE and HAMBURG.	20th October.	Freight.
Schilke	(Calling at SINGAPORE and COLOMBO).		
SAXONIA	HAVRE and HAMBURG.	3rd Nov.	Freight.
Brehmer	(Calling at SINGAPORE and PENANG).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 29th August, 1903.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,338 "	" G. F. Morrison, R.N.R.
"FATSUIN"	2,260 "	" A. W. D. N. N.
"HANKOW"	3,073 "	" C. V. L. L. L.
"KINSHAN"	3,860 "	" J. J. L. L. L.

Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday  
Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,191 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "NANNING," 563 tons, Captain R. D. Thomas.

"SAINAM," 588 " " " B. Branch.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD

Hongkong, 4th August, 1903.

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL  
ATTENTION.  
FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.  
ORIENTAL  
COSTUMES AND  
FANCY DRAPERIES  
FURNISHED.  
WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964c] PATRONAGE RESPECTFULLY SOLICITED.

## THEY HAVE ARRIVED

57 Varieties of good things for the table.

HEINZ

Do you know  
That HEINZ SWEET PICKLES are entirely different from other Pickles.  
That HEINZ SWEET PICKLES are not only safe to eat freely in the tropics but they assist digestion and stimulate the appetite.  
That HEINZ SWEET PICKLES are the ideal pickles for the tropics.  
That you can buy HEINZ SWEET PICKLES from your grocer or from—

THE MUTUAL STORES and  
ANGLO-AMERICAN STORES.

Hongkong, 26th August, 1903.

[553c]

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[1]

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339c]

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA.

THE INVENTORS OF INCANDESCENT  
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,  
The Price of which has been reduced to  
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

954c]

KRUSE & Co.,  
CONNAUGHT HOUSE.

## Intimations.

## THE YOKOHAMA DOCK CO., Ltd.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 28.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

## GO TO THE

## KOWLOON HOTEL,

FRANK F. JEWELL, Manager. J. W. OSBORNE, Proprietor.

HONGKONG HOTEL COMPANY, LIMITED.

## NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL, on MONDAY, the 7th September, 1903, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1903, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 7th September, both days inclusive.

By Order of the Board,

C. MOONEY, Secretary.

Hongkong, 27th August, 1903.

[1044c]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE is hereby given that AN EXTRA-ORDINARY GENERAL MEETING OF HUMPHREYS ESTATE AND FINANCE CO., LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 1st day of October, 1903, at NOON, when the SUBJOINED RESOLUTIONS will be proposed, viz:—

1. "That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company at par in the ratio and proportion of one new share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time and in such manner as the Company by its General Managers may hereafter determine."

2. "That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:—  
"The remuneration of the General Managers shall be \$4,000 per annum (which shall cover office rent but not salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company."

They should be submitted for confirmation, as SPECIAL RESOLUTIONS to a SECOND EXTRAORDINARY GENERAL MEETING which will be subsequently convened.

Dated this 24th day of July, 1903.  
JOHN D. HUMPHREYS & SON,  
General Managers.

[912c]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the Rate of 5 per cent. (Two Dollars and a half per Share), for the Six Months ending 30th June, 1903, will be PAID on application to those Persons who are Registered as Shareholders in the above Company on the 31st August, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th to the 31st August, both days inclusive.

R. J. MACGOWAN,  
Acting Secretary.

Hongkong, 26th August, 1903.

[1038c]

HONGKONG ICE COMPANY, LIMITED.

OWING TO THE Rise in Exchange, the PRICE OF ICE will be REDUCED TO ONE CENT AND A HALF per Pound from the 1st AUGUST.

WM. MCMURRAY,  
Acting Manager.

Hongkong, 10th August, 1903.

[959c]

GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 37 lbs. net \$4.75 ex-Factory.

In Bags of 25 lbs. net \$2.85 ex-Factory.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 15th August, 1903.

[19]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12% per Share for the Six Months ending 30th June, 1903, declared at Monday's Ordinary Half Yearly Meeting, will be PAYABLE at the Premises of THE HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 29th August, and Shareholders are requested to apply for DIVIDEND WARRANTS at the COMPANY'S OFFICE, Queen's Buildings, New Praya.

By Order of the Board of Directors,  
THOS. I. ROSE,  
Secretary.

Hongkong, 21th August, 1903.

[1034c]

## NOTICE TO MARINERS.

No. 175 (SPECIAL).

## CHINA SEA.

## SWATOW DISTRICT.

WRECK OF CHINESE GUNBOAT OFF BREAKER POINT.

NOTICE is hereby given that the following information has been received by telegraph from the Commissioner of Customs at Swatow.

A Chinese gunboat has been sunk by the *Empress of India* off Breaker Point and lies in 16 fathoms of water in the following position:—

Breaker Point bears N. 82° W. Mag. distance 15 miles.  
The masts are showing above water. She is right in the fairway, and a Danger to Navigation.

H. G. MYHRE,  
Acting Deputy Coast Inspector,  
Imperial Maritime Customs,  
Coast Inspector's Office,  
Shanghai, 21st August, 1903.

[1035c]

## NOTICE TO MARINERS.

No. 174 (SPECIAL).

## CHINA SEA.

## SHANGHAI DISTRICT.

## SOUTH CHANNEL, ENTRANCE TO THE YANGTZE.

INTENDED CHANGE IN THE POSITION OF THE KIUTOAN LIGHT-VESSEL AND THE LIGHTING OF THE FAIRY WRECK.

NOTICE is hereby given that, in consequence of the extension to the southward of the Middle Ground, the Kiutoan Light-vessel will be shifted, on or about the 1st September next, to a position one mile N. 63° 30' W. of her present Station.

And, that the Fairy Wreck, unlighted Buoy, will be replaced by a Gas-lighted Bell Buoy, with a conical superstructure, painted Green, bearing the word "WRECK" in white letters, and showing an occulting White light every 6 seconds, thus: Light 4 seconds, Eclipse 2 seconds.

NOTE.—The bearing of the Kiutoan Light-vessel from the "Tungsha" will be N. 62° 55' W. as against N. 63° N. W. and the Fairy Wreck, marked by a Gas-lighted Bell Buoy, will lie in a direct line between the two light-vessels, on which line the best water over the flats is to be found.

The bearing of the S.E. Knoll Gas-lighted Buoy from the Kiutoan Light-vessel's new position will be N. 36° 00' W.

DIRECTIONS.—Vessels should still pass to the northward of the Kiutoan Light-vessel. Those inward bound hauling up N. 36° 00' W. for the S.E. Knoll Buoy as soon as they have passed her.



## SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

## INAUGURAL MEETING.

The inaugural meeting of the Society for the Prevention of Cruelty to Animals was held yesterday afternoon in the City Hall, H.E. the Governor, who was accompanied by Lady Blake, presiding. The meeting was fairly largely attended.

In proposing the first resolution on the paper, His Excellency explained the objects of the meeting, and said the formation of such a Society in Hongkong had not come a day too soon. He referred to cases of cruelty to animals that had come under his own notice, where horses, cattle, and fowls were made the victims of unnecessary suffering, and expressed the conviction that carelessness or thoughtlessness on the part of the people inflicting that suffering had a great deal to do with it. He quoted an instance that occurred once in the West Indies, where, riding along the road one day, he saw an old negro woman carrying some fowls to the market by their legs with their heads hanging down. He stopped the old woman and said to her—“That is a cruel thing to do; how would you like, my good lady, if I took you up by the feet and carried you that way for two or three miles?” She appeared outraged at the idea, but carried the fowls properly after that. She simply had not thought about it. In the same way there was a complaint here recently about gross cruelty to a pony, which had been driven all day and at last dropped and nearly died; it was possible that there the Chinese thought as little about that pony as the Governor, whom Mr. Leitch was fond of caricaturing in the pages of *Punch* years ago, thought about his horse. When told that the animal might be driven for thirty miles but could not possibly be driven for six, he answered—“It is all right; I have brought two whips.” In most of these cases it was probable that the cruelty was the result of unfeeling thoughtlessness rather than deliberate brutality. The purpose of the Society was to stimulate the susceptibilities of these thoughtless persons and bring before them appreciation of the fact that God, who had laid upon all animals the capacity to suffer, had planted in the human breast the seeds of sympathy, and pity, and mercy, and without cultivation of these qualities, a man, or woman, however successful or high or mighty, was but a poor creature whose mind had been deformed by neglect or abuse. As Shakespeare had said in his beautiful lines—“Mercy is an attribute to God himself.” His Excellency, whose remarks were received with applause, then read the following resolution standing in the name of the Society: “That it is desirable to form a Society for the Prevention of Cruelty to Animals in Hongkong and it be now resolved that such a Society be hereby formed under the name of ‘The Hongkong Society for the Prevention of Cruelty to Animals.’”

Mr. E. A. Hewitt seconded, and said:—Your Excellency, Lady Blake, ladies and gentlemen. As it has fallen to me to second the first resolution proposed by His Excellency the Governor, I trust I may be permitted on behalf of those here present to express to His Excellency the appreciation we feel at the interest he has shown in this movement and our thanks for his accepting the presidency of our new society and for agreeing to preside at this our inaugural meeting. While thanking His Excellency for the support he has given us, it is, if we come to think of it, only fitting that the representative of His Majesty should take the lead in such a movement, for as we all know His Majesty for many years was closely connected with similar societies in England, and to mention one instance only recently made a firm stand against the docking of horses. His place is now being worthily filled by H. R. H. the Prince of Wales. It is perhaps only right that I should further remind you of the very great interest our gracious Queen has so consistently evinced in everything relating to the human treatment of animals and how she was, many years ago among the first of discouraging pigeon shooting matches. In seconding the resolution therefore proposed by His Excellency I trust I may be allowed to express the hope that before long we may succeed in obtaining the necessary permission to add the word “Royal” to the name of our Society and that our Society may then be known as the Royal Society for the Prevention of Cruelty to Animals. As to the need for such a Society as this being formed in Hongkong, I fear there cannot but be one opinion and that is that it is very badly required. While we must give full credit to what is done by the Police and other Authorities towards putting down individual cases of cruelty, we know that by themselves they cannot do all that is required to put a stop to the great and entirely unnecessary cruelty to which so large a number of dumb creatures is daily subjected. I will indicate a few instances of this. A trade in cattle, even at the best, must result in much suffering to poor beasts, and the trade here of both cattle and pigs is no exception to this rule. During the past few days I have been informed that “drenching” is universally practised at the cattle sheds, this I need hardly point out is not only a fraud on those purchasing cattle but results in considerable suffering to the unfortunate animal. While the new act now before the Legislature will go far towards ameliorating the condition of the animals when it becomes law, an act by itself is not sufficient, constant supervision is to be seen the provisions of the act are observed. In this matter the Society might render valuable assistance. The overcrowding of birds in baskets, imperfectly provided with food and water as already stated by His Excellency is another requiring attention although I freely admit that the Market Inspectors and others have of recent years effected considerable improvements on the former condition of affairs. The bird and dog shops while also better controlled than formerly still require constant supervision in order to prevent suffering to their unfortunate stock in transit; as do also the public livery stables. It is, however, when we come to the actual killing of animals for food that the greatest cruelty is discovered. One matter to which I think we should direct our attention is the proper poleaxing of all cattle, and that all water buffaloes should be shot. I believe I am correct in saying that there is not a single proper poleaxe in the Colony. I also consider that so far as possible all slaughter houses on the mainland should be placed under European supervision; as is well known the Chinese through callousness or more likely ignorance inflict at times great suffering while killing animals. I could give a number of instances of which I have personal knowledge were it necessary to do so. With regard to the killing of birds here again unfortunately great cruelty is often practised chiefly in plucking birds alive or in plunging them into scalding water after their throats have been cut but before the miserable creatures are dead. Some of the instances referred to are those which might well receive the attention of the Committee, in others we must trust to the care of individual householders to put a stop to such cases of cruelty. At first at all events we propose to carry on the work of the Society with unpaid labour, later on it may be found desirable to employ paid inspectors and possibly a paid Secretary should the increase in the work of the Society prove this necessary. The aims of the Society are set forth in another resolution and it only therefore is necessary to state that our idea is

largely educational both among the Chinese and also the children of the Colony. I trust therefore that our suggestions on this subject will receive the earnest consideration of those engaged in educational work in Hongkong and I would add that I hope later on we may see our way to offering prizes for the best essays bearing on the question of kindness to animals to be competed for by children in the various educational establishments. Another point which I think might be considered is the establishment, in co-operation with the Police, of a home for lost dogs and cats, in fact an extension might be arranged of the existing establishment already maintained by the police for stray dogs. With regard to cases of individual acts of cruelty the existing law provides certain degrees of punishment, but in really wanton cases, such as the burning alive of rats or killing them in cages by slowly pouring boiling water on them (a favourite pastime of native servants) I would venture to suggest that mere imprisonment does not meet the case. People who are guilty of such acts are more easily appealed to physically, or through their sense of shame, and for one would like to see the law amended. Gross cases of cruelty should, in my opinion, be treated as acts of robbery with violence, and the Courts should consider in such cases be empowered to inflict heavier fines, coupled at discretion, with corporal punishment. In the case of an animal being injured (such as for instance a horse which is lame) but capable of being cured, under suitable care until its recovery be effected, the expenses incurred to be borne by those responsible for its condition. With these remarks I have much pleasure in seconding the resolution proposed by His Excellency.

The Hon. Mr. Justice supported the resolution which was carried unanimously. The Hon. Mr. Justice proposed the second resolution as follows:—“The purpose of the Society is to encourage by every possible means the promotion of humanitarianism towards Animals Creation. (a) The members of the Society will do all in their power to put a stop to cruelty to animals by individual effort. (b) They will use their best endeavours to teach the true meaning of kindness to animals in all with whom they are brought into contact and to educate children in these views; to which end they would suggest the introduction of books bearing on this subject into the schools of the Colony. (c) It is further proposed to gain this object as regards the Chinese by the translation and circulation of suitable literature amongst them.” The Bishop said he was glad to hear that the chief object of the Society was to be educational, and for that reason he was glad that the resolution had been put into his hands, because the method advocated by that resolution was that the Chinese were not a cruel people, and where one found cases of cruelty these things were only owing to ignorance. The conditions under which the Chinese of the poor class lived tended to promote thoughtlessness with regard to the treatment of their animals and fowls, and the proper way to teach them kindness was by educational means rather than prosecutions. If these people were to be taught to be humane towards animals, we must set the example by being humane to our fellow-men, for nothing tended so much to brutalise a man as to be treated like a brute himself. (Hear, hear.) Only the other day he had seen a man flag a rickshaw-coolie most severely with a cane, and whilst on that point he should not see a good many of the canes carried about the streets in the hands of officials and senior officials quietly put in the fire. If we tried to teach our fellow-men to be humane, kindness towards them would be more likely to lead to gentle treatment towards animals on their part. Mr. E. H. Sharp, K. C., seconded the resolution. He also instanced acts of cruelty that the Society would be called upon to prevent, but said that most of the work of the Society would arise in connection with cruelties occurring during the carriage of animals to Hongkong. To illustrate what his point was, Mr. Sharp referred to the transport of cattle on the West River, where on board ship many of them, tied up by the noses to keep them from lying down, collapsed—with results better left to the imagination than described. It was for the suppression of such acts of cruelty as these that the Society was proposed to be founded.

Rev. C. Hickling supported the resolution, and said that if the example of His Excellency in the West Indies were more generally followed here it might do a great deal towards securing better treatment for the dumb creation. Referring to the case quoted by His Lordship the Bishop of a man caning a rickshaw coolie, His Excellency said that a man who used violence where he expected to be hit back might be called brutal and cruel, but a man who used violence when he knew he would not be hit back was a contemptible coward. (Applause.) Bishop Hoare said he did not want it to be understood that he considered the caning of coolies to be a practice, but the cane was frequently used when it ought not to be. The resolution was put to the meeting and carried without dissent.

On the motion of His Excellency, seconded by Commodore Robinson, it was decided to request the following to form the first Committee of the Society:—President, H. E. Sir Henry A. Blake, G.C.M.G.; Vice-Presidents, H. E. Major-General Sir W. G. J. Gascoigne, H. E. C. M. G. Commodore C. G. Robinson, R.N., the Bishop of Victoria, and the Rt. Rev. L. M. Piazoli, Bishop of Caxambene. General Committee:—Hon. Dr. J. M. Atkinson, Hon. Sir C. Paul Chater, C.M.G., Hon. C. W. Dickson, Hon. F. H. May, C.M.G., Hon. Wei A. Yuk, and Messrs. D. Clarke, A. Gibson, E. A. Hewitt, Rev. C. H. Hickling, Ho Tung, M. S. Northcote (Hon. Secretary), A. J. Raymond, C. H. Ross, E. H. Sharp, K.C., N. A. Siebs, J. R. M. Smith, C. A. Tomes, H. C. Wilcox (Hon. Treasurer). The Committee to have power to add to their number and to appoint a Sub-Committee as may be found necessary. It was proposed by His Excellency, seconded by Mr. A. J. Raymond, and carried unanimously that “The Committee are hereby empowered to make such regulations and bye-laws as may from time to time be found advisable.” His Excellency next proposed “That the annual subscription be £2 for adults and fifty cents for children under 16 years of age, the Committee to have power to change the amount of the annual subscription if found necessary.” Mr. R. C. Wilcox seconded the motion, which was carried.

The last motion on the paper was also made by His Excellency as follows:—“That a public meeting of the Society be held at least once a year at which a report of the working of the Society during the preceding year be presented by the Committee and an account of the funds of the Society be rendered.”

Rev. C. H. Hickling seconded the proposal, which was carried *nem. dis.*

This was all the business. A meeting of the Committee was held immediately afterwards.

## DENTISTRY.

SUI SANG,  
(Lately Practising with Dr. I. SAKATA),  
DENTIST,  
No. 26, Connaught Road Central,  
Hongkong, 9th February, 1903. [30]

## Auctions.

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 31st day of August, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at North Point, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
No. of Sale.	Locality.	N. S. E. W.	ft. ft. ft. ft.	\$	\$
10266	North Point.	80 80 200 200	16,000	200	8,000

Hongkong, 24th August, 1903. [10266]

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 31st day of August, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, near Tokkawan, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
No. of Sale.	Locality.	N. S. E. W.	ft. ft. ft. ft.	\$	\$
10276	Tokkawan.	12 14 152 152	44,000	250	5,500

Hongkong, 24th August, 1903. [10276]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

## PUBLIC AUCTION,

on WEDNESDAY, the 2nd September, 1903, at 10 A.M.,

at H.M. NAVAL YARD, SUNDRY NAVAL, OBSOLETE AND CONDEMNED STORES,

Comprising:—BOATS, ENGINES, BOILERS, OLD BRASS, COPPER, IRON, PAPER STUFF, CANVAS, FURNITURE, IMPLEMENTS, &c., &c.

TERMS:—As customary. HUGHES & HOUGH, Government Auctioneers.

Hongkong, 28th August, 1903. [10276]

## Notice of Firm.

NAVAL YARD EXTENSION WORKS.

On and after this date, Mr. A. J. WILLIAMS, C.E., will act as our fully authorised CHIEF AGENT in connection with these Works.

PUNCHARD, LOWTHER & CO. Hongkong, 28th August, 1903. [10276]

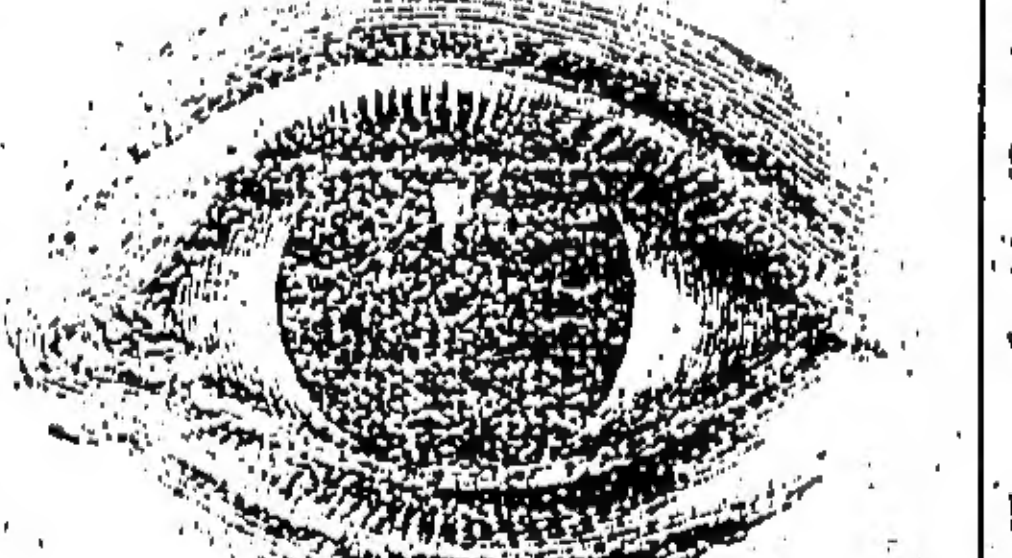
## Intimations.

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUNPRACTICE at a target will be carried out from Stonecutters' Island on September 2nd, 1903, commencing at about 7 A.M. and ending at about 9 A.M. if the range is clear.

By Command, F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 24th August, 1903. [10286]



N. LAZARUS, OPHTHALMIC OPTICIAN OF LONDON AND CALCUTTA.

## SIGHT TESTED.

LENSES for the correction of Astigmatism ground on the premises.

Spectacles and Eyeglasses in all styles and metals.

Consulting Room: No. 16, Queen's Road Central.

Nearly opposite the Hongkong Hotel with entrance through store of R. Houghton, Tailor.

DAVID BENJAMIN, Manager.

Hongkong, 23rd June, 1903. [106]

## TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE. Next to the Hongkong Dispensary, 30, Queen's Road Central, Hongkong, 28th November, 1902. [1999]

## Intimations.

## WHOSE FAULT IS IT?

The world is full of disease and pain. Whose fault is it? Everybody's; therefore often the fault of the sufferers themselves. But the pressing question is,—what to do, how to relieve, how to cure. What would become of us if means were not found to destroy disease?—Why, of the course, disease would destroy us and the world would be depopulated. Until we learn how to prevent disease, we must be thankful for the means of abating and curing it after it has seized upon us, and stands, like a savage with uplifted axe, ready to take our lives. Especially do we need some sure and speedy form of treatment for those complaints which are universal, which arise in every country and climate, and ravage poor humanity at all seasons of the year. We allude to such ailments as Nervous and General Debility, Hysteria, Scrofula, Chronic Diarrhoea, Asthma, Throat and Lung Complaints, Blood Impurities, and the ills of women and children. For these

## WAMPOLE'S PREPARATION

comes as near to being an actual specific as any medicine yet discovered. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. You may almost say that it is *life itself* embodied in a single article made by human hands. Dr. J. L. Carrick says: “I have had remarkable success with it in the treatment of Consumption, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition. It stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvelous success in medicine.” Every dose effective. “You cannot be disappointed in it.” Sold by chemists here and throughout the world and A. S. Watson & Co., Limited.

## OWNERS OF HOUSES situated in the Eastern Division of the City of Victoria and in the Eastern Division of Kowloon, who have not had their Premises LIMEWASHED and CLEANSED in accordance with Law, are reminded that the period during which the work should be FINISHED ends on the 31st day of AUGUST, 1903, and the Sanitary Board, being convinced of the necessity of cleanliness in its efforts to stamp out Plague, is determined to rigorously prosecute any owner in default after the above named date.

The Eastern Division of the City lies to the East of Graham Street and Endicott Street. Kowloon, is divided into Eastern and Western Division by Robinson Road and a straight line drawn from the North end thereof through the Yumai service reservoir to the Northern boundary of Kowloon.

By Order, G. A. WOODCOCK, Secretary.

Sanitary Board Room, Hongkong, 12th August, 1903. [9776]

## THE ROBINSON PIANO Co., LTD.

## PIANO CLEARANCE SALE.

MUST be sold to make Room for New Stock. 200 PIANOS now being Manufactured in Europe and Hongkong for Coming Season. These Pianos will be of guaranteed quality and will be sold at exceptionally low prices.

RONISCH (Owner's Property) ... 400

SQUIRE (Owner's Property) ... 350

BORD (Owner's Property) ... 285

WERNER, UPRIGHT GRAND (Owner's Property) ... 450

KELLY (Owner's Property) ... 200

HOPKINSON ... 550 300

HORIZONTAL GRAND (Second-hand) ... 900 100

KRELL ... 800 450

NEEDHAM ... 800 450

ROBINSON PIANO CO., LD. 475 400

Do. 475 400

Do. 575 450

Do. 650 450

Do. 300 150

SELF PLAYER ... 900 150

RACHALS ... 750 400

And about 50 others at equally low prices for Cash or on the Hire Purchase system.

Will be stored until required if necessary.

Hongkong, 6th August, 1903. [4156]

## TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

Prices \$1.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents, SIEMSEN & CO.

Hongkong, 10th January, 1903. [1994]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROTECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

DESTINATIONS. SAILING DATES.

HIROSHIMA MARU ..... KOBE and YOKOHAMA ..... FRIDAY, 4th Sept., at Noon.

AWA MARU ..... MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID ..... SATURDAY, 5th Sept., at Daylight.

BOMBAY MARU ..... BOMBAY, VIA SINGAPORE and COLOMBO ..... TUESDAY, 8th Sept., at Noon.

SHINANO MARU ..... VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA ..... TUESDAY, 8th Sept., at 4 P.M.

YAWATA MARU ..... NAGASAKI, KOBE and YOKOHAMA ..... WEDNESDAY, 9th Sept., at Noon.

A. E. Moses ..... KOBE and YOKOHAMA ..... FRIDAY, 11th Sept., at Daylight.

KUMANO MARU ..... SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ..... FRIDAY, 11th Sept., at 4 P.M.

KINSHU MARU ..... MOJI, KOBE and YOKOHAMA ..... TUESDAY, 15th Sept., at Noon.

KUMAKURA MARU ..... MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID ..... SATURDAY, 19th Sept., at Daylight.

H. Peterson ..... Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI, Acting Manager.

Hongkong, 29th August, 1903.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALGER.

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 8th September, 1903, at 1 P.M. the Company's Steamship “SALAZAR,” Captain Neire de Mello, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 7th September. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAUMPEAUX, Agent.

Hongkong, 26th August, 1903. [10046]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers. Tons. Captains. 1903.

Olympia ..... 2,837 J. Truebridge ..... Sept. 10

Lyra ..... 4,417 F. Williams ..... Sept. 17

Tacoma ..... 2,812 A. Dixon ..... Sept. 24

Victoria ..... 3,502 J. Pantou ..... Oct. 10

Steamers marked (\*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 26th August, 1903. [874d]

## Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table d'Hôte at Separate Tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 23rd October, 1902. [13161]

## TO LET.

TO LET. CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD. Nice Houses, 4 Rooms, Bath Rooms, Out-houses and Verandahs. Only \$40 inclusive of Taxes.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

S. A. SETH, Land and Estate Broker, Dairy Farm Co., Ltd. Hongkong, 1st August, 1903. [9196]

TO LET. NO. 13, KNUTSFORD TERRACE, KOW



## Intimations.



S. WATSON &amp; CO., LIMITED.

FLOWER AND VEGETABLE SEEDS

FOR THE SEASON 1903-1904.

ORDERS are now being executed from new Stocks only.

PRICED CATALOGUES, with Hints on gardening, can be obtained free on Application.

These SEEDS are supplied to us by the BEST GROWERS IN THE WORLD. It is essential to use particular care when sowing and to exercise supervision over the Chinese Gardeners, whose "old custom" methods of dealing with the Seeds may sometimes lead to disappointing results.

CLAY'S FERTILISER,

For use in the garden generally.

RAN-OME'S LAWN-MOWERS.

The Best and Cheapest Machines in the Market.

S. WATSON &amp; CO., LIMITED, SEEDSMEN.

ESTABLISHED 1841.

TELEPHONE No. 236. CABLE ADDRESS: "WATER," HONGKONG. A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE &amp; CO., 祥利廣

TEMPORARY STORE:

1ST FLOOR, 12, QUEEN'S ROAD, (above Messrs. H. Price &amp; Co.)

FURNITURE DEALERS.

DRAWING-ROOM, DINING-ROOM, and BED-ROOM FURNITURE.

ELECTRO-PLATED, GLASS, and CHINA WARES. PASTEUR'S MICROBE-PROOF FILTERS, ROCHESTER LAMPS, WHITE TURKISH TOWELS, COUNTERPANES, COOKING RANGES, KITCHEN UTENSILS, and HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT. DEVELOPING and PRINTING UNDERTAKEN for AMATEURS. GOOD WORK. PROMPT RETURN.

Hongkong, 29th August, 1903. [7283]

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND SHIPBUILDERS, SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. 1 Code.

Lieber's Standard Code

TELEPHONE, 232.

Hongkong, 20th March, 1903. [3556]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE. All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE). DAILY—\$30 per annum. WEEKLY—\$13 per annum. The price per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible in messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies Daily, ten cents; Weekly, twenty-five cents.

## MARRIAGE.

On the 14th July, 1903, at the Roman Catholic Chapel, New Market, County Cork, Ireland, by Rev. Father Norris, NICHOLAS GEORGE NOLAN, Interpreter at the Magistracy at Hongkong, to MARY GEORGINA HENNESSY, eldest daughter of Mr. G. Hennessy, formerly Inspector of the Hongkong Police.

## The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 29, 1903.

## FAMINE RELIEF WORK AND METHODS.

At the close of the famine work in Kwangsi a word about the methods employed will not be out of place. There are three ways in which the rice may be distributed; upon the first almost all are agreed, but upon the second and third there are some differences of opinion. First—There is what is called the "General Distribution" method. This is usually employed at the beginning of the famine when it is generally conceded that all are in need of help. The work of the committee then consists in giving out indiscriminately two or ten cattles of rice to all who have secured tickets at the door. This is perhaps the easiest method for the foreigner, but it is always accompanied by great crowds which sometimes become riotous, unruly, and dangerous to themselves. Loafers and other unworthy fellows get in, and, like all other such men in a crowd, are ready for some fun. They push, jam, and crush the weak and starving who are injured and sometimes killed. Women are as much to blame as men. In the recent Famine Relief, Monday, July 13th, was "Woman's Day" at Kwai Peng. It is estimated that 40,000 came in with their babies and children for rice. The crowd could not be controlled and in the jam 23 were killed, of whom 5 were babies crushed to death on the backs of their mothers. When the immediate has been cared for, the second or third method is employed. Second.—This is a general distribution through "the Gentry." In this case the object is to reach the village elders who are either seen in their own villages or called in to the distributing centre. They furnish the committee with a list of names which they say includes all the needy in the village. The names are counted and a certain number of cattles, say ten, is allowed each person. The elders are then given a ticket for the total amount which they arrange to take delivery of upon the next day of distribution or upon the same day if rice is being distributed. There are several serious objections to this method. (a.) The crowds are about the same as in the "General Distribution", and consequently accompanied with fatalities which should be avoided if possible. (b.) It has been found upon investigation that the elders frequently "squeeze" a certain amount of the rice from the poor villagers. (c.) The elders usually draw clan lines very closely. In a case that was brought to light they had included their relatives only, and the most needy people in the village had not received a grain of rice. (d.) Fictitious names, as well as names from other villages, are often included in the lists. Thus they are again 'able to make a "squeeze". (e.) Many people are thus kept from starving to death, but we fear that the majority of the famine sufferers are not reached. Third.—"House to House Visitation". By this method many of the objections to the distribution through "the Gentry" are met. It is the hardest work, but gives the most satisfactory results. An old missioner in China, who has eaten more salt fish and rice and has talked less about it than some others, recently remarked upon his return from several weeks' work in the famine districts, that in pursuance of this method he had found his hardest work yet in China. This visitation work consists in hunting out every needy family in a village, asking a few general questions about their condition, taking nothing for granted, and then instituting a search, if help is asked for, of their homes. This search is executed with as much thoroughness as if the almoner were an officer with a warrant; boxes, jars, pots, cooking utensils, and whatever suspected of containing food stuffs are examined. Yet in spite of all vigilance deception is sometimes successful. The distributors have been met on the road by people who kowtowed at their feet and begged for help, claiming that they had nothing to eat, and yet upon following them home and examining their houses it was found that they had harvested their rice and provision had been made for the months preceding the next harvest. Sometimes in the search tobacco was found that had been purchased with money that should have gone for food. Although they were severely criticised for this it may have helped them as it did the poor student, who finding himself in need of food wrote to some one for assistance. His benefactor enclosed a penny in a letter advising him to buy some tobacco which he should smoke and therein find contentment. It is a remarkable fact that in all these famine-stricken homes there was no tea to offer the visitor. A Chinese home which cannot afford tea is certainly poor indeed. Many apologies were made for not having tea, and rice water was set out instead. By "House to House Visitation" it is made possible not only to sift out the suffering families of a village, but also to determine which sections of the district will need further help. Again, by this method the distribution of rice can be carried on simultaneously with the giving out of tickets. To do this the foreigner secures some reliable Christian Chinese, whom he coaches up on the Arabic numerals, to weigh out the rice as the people call for it with their tickets. As the people usually went at once upon receipt of their tickets to the centre of distribution for the rice, large crowds were avoided. The tickets, made of a good quality of coloured and white foreign cardboard, were about 3 inches long by 3/4 of an inch wide. They always contained the number of cattles of rice stated in figures and words. The attempts to raise the figures were unsuccessful. With the use of a cardboard that could not be obtained in the districts and the foreign characters it was very difficult for the Chinese to produce counterfeits. These fraudulent means of getting rice were all detected. A third point in favour of this method is that a larger number of villages can be reached. The foreigner who is doing the visitation work need not return to the city at the close of his day's work, but may stop for the night wherever darkness or fatigue overtake him. Thus he does not have to cover the same ground the next morning in getting out into the country. He continues his work further and further away from the centre of distribution. A fourth point is that the local gentry do not like it, and in some cases have taken active measures against it. In one case they circulated the report that the foreigners were not giving full weight. They advised the people to bring in their rice to be re-weighed. The rice worked and the elders took one catty out of every ten for their trouble. It was fortunate for the poor people that they had received "a generous measure, pressed tight, shaken down, and running over."

## LOCAL AND GENERAL.

THE ship carpenters' strike at Canton still continues.

ONE fatal case of plague is notified in the official return for to-day.

THE French mail of the 28th July was delivered in London on the 27th inst.

THERE is a vacancy for an emigration clerk at the Registrar General's Office.

THE British schooner *Gold Steer* capsized off the Isle of Pines, and three men were drowned.

H.M. cruiser *Cressy* left Wei-hai-wei on the 24th inst. and arrived at Hongkong this morning.

THE landing of dogs in the Colony from Shanghai is prohibited for a period of six months from the 28th inst.

DURING the absence on vacation leave of Mr. F. B. L. Bowley, Mr. Henry Hursthouse will act as Crown Solicitor.

One more chance to buy a Kodak for \$5; a good Kodak. LeMunyon, 31, Des Voeux Road.—*Advt.*

A FULL report of proceedings of the inaugural meeting of the Society for the Prevention of Cruelty to Animals, held at the City Hall yesterday afternoon, is printed on the third page.

It is notified in the Government *Gazette* that the King has not been advised to exercise his power of disallowance with respect to the new Public Health and Buildings Ordinance (No. 1 of 1903).

OWING to pressure on our space we are compelled to hold over the publication, in these columns, of a report by Dr. J. C. Thomson on the cases of plague treated at the Kennedytown Hospital during the recent epidemic.

A TELEGRAM received from Hongkong at Division Headquarters, Manila, states that repairs on the refrigerating plant of the *Supiner* will delay the ship longer than was expected. She will sail about Sep. 6 and should arrive in Manila on the 9th.

THE *Nippon* and *Jiji Shimpō* are urging their countrymen to emigrate to the Mekong Valley. The Japanese Minister at Bangkok is said to have received the sanction of H.M. Consul-General to the immigration of large numbers of Japanese subjects into Siam.

Mr. Arnold White defends the Russian government from the charge of responsibility for the Kishineff massacre.

THERE are about 1,000 Chinese students in Japan, of whom 100 are young ladies, and they are all said to have progressive tendencies.

THE attention of intending excursionists to Japan is drawn to an advertisement appearing in another column. The E. & A. S. S. *Eastern* will run a special 7 days' excursion trip to Japan and back and reduced fares are offered by the local agents, Messrs. Gibb, Livingston & Co.

Mail your films and Kodak orders to LeMunyon, P. O. B. 368.—*Advt.*

THE *Universal Gazette* is informed that Governor Chou Fu of Shantung, in response to the suggestion of the Chinese commercial agent at Vladivostok is projecting a company with a capital of Tael 50,000 for the transportation of salt produced in Shantung to Vladivostok for sale at that port.

At the police court at Newcastle (N.S.W.), on the 25th ult., Ah You was fined £100, or in default three months' hard labour, for having smuggled from the steamer *Eastern*, while lying at Carrington Dyke, 14 tins of opium, the duty on which amounted to £10. 10s. Water-constable Scott had a long and exciting chase before he captured the Celesial.

A MEMORIAL placed in St. John's Church, Ladywood, Birmingham, by the Navy League to perpetuate the name of Walter Grounds, of H.M.S. *Terrible*, was unveiled by Mr. Arnold White. Grounds was the champion shot of his time in the British Navy, and died at Hongkong while on active service. He was a native of Birmingham, and was educated at St. John's National Schools.

MR. George Waller Lambie, the well known chief officer of the steamer *Kwongkai*, died at the General Hospital, Shanghai, on the 23rd inst. The late Mr. Lambie was a native of Glasgow, Scotland. He possessed a wide acquaintance in steamship circles. The first at the Mercantile Marine Officers Association in Shanghai was placed at half mast out of respect for the deceased officer.

Framing, fancy and artistically done by LeMunyon, 31, Des Voeux Road.—*Advt.*

It is reported, says the *American Asiatic*, that the Harriman interests will enter into competition with the China Commercial S.S. Co. in the transport of coolies to Mexico. The China Commercial has contracts with the Mexican Central and with many employers of labour for Chinese coolies, beside having a traffic agreement with the road mentioned, and a mail contract Japan-Mexico. The Harriman interests may use their Mexican National by extending it to Mazatlan from Durango.

THE Admiralty is consulting Captain Colbeck, the commander of the relief steamer *Morning*, regarding the expedition for the relief of the Antarctic exploring steam *Discovery* (Captain Scott). It is understood that Captain Scott and the members of his expedition will be brought home, even if the *Discovery* is not released from the icepack next season. The *Terra Nova*, the relief steamer (Captain H. Mackay), sail in a month, via Suez Canal, and she will join the *Morning* at Hobart.

THE *Universal Gazette* gathers that in connection with the sinking of the Chinese cruiser *Huanhai* by the *Empress of India* near Amoy, Viceroy Tsen of Lian Kwang, for whom the gunboat was transporting troops, arms, etc., is of the opinion that the fault was entirely on the part of the mailboat, therefore he has requested Viceroy Wei of Nanking to instruct Yuan Taotai of this Port to engage counsel and sue the agents of the company to which the *Empress of India* belongs for damages.

WE (*Shanghai Mercury*) learn that after nearly a week's discussion by the members of the Shanghai Consular Body, in which the so-called Supao case was remitted by the Corps Diplomatique at Peking, as mentioned by us last week, they have been unable to reach any decision. It appears that each of the Consuls now has definite instructions from his home government, and as the local Chinese authorities absolutely refuse to come to any arrangement, on the ground that the matter on the Chinese side is in the hands of Peking, no compromise has been possible, consequently the whole matter has again been referred to the Ministers at Peking—where we certainly think it rightly belongs at this stage.

QUITE one of the old time dinners was enjoyed by over thirty friends of Mr. R. E. Toeg on Thursday evening last, the occasion being the anniversary of his wedding. The event took place in the Grand Stand, Shanghai, and was very greatly enjoyed by all present. As the host stated, he looked upon the dinner as his annual picnic, and there was just that "free and easy" feeling enjoyed by all present that made matters "hum." Mr. Bredon in kindly terms referred to the host and this the celebration of his "th" wedding. Congratulations from all present followed, and a telegram signed by all was despatched to Mrs. Toeg, who is at present at Wei-hai-wei. Toasts and speeches followed in quick succession; in fact, hardly a "member of the board" escaped having to get upon his hind legs and say a few words. Notable among the speakers were the host himself, Mr. Bredon, Mr. Brodie Clarke, Mr. James McKie, Mr. Willis E. Gray, Mr. Ellis, Mr. Platt and Mr. John Liddell. Mr. Satoru arrived at a late hour and took a flash-light photograph.—*Sport and Gossip.*

Do your own developing without a dark room by using an Eastman developing machine. LeMunyon.—*Advt.*

MESSRS. Achce & Co., furniture dealers, have removed their store, temporarily, to 12, Queen's Road, first floor, above Messrs. H. Price & Co.

A PEKING despatch states that the works in connection with the repair of the part of the buildings of the Board of Revenue lately destroyed by fire, will be postponed for the time being, owing to unfavourable fengshui, the much dreaded "Wind and Water" conditions. The minor portion of the work will be started at once, while the main hall will not be touched until next year, but the whole work must be finished within one year.

AN examination open to all qualified natural-born British subjects, for appointments in the Civil Service of India or for Eastern cadetships in the Colonial Service or for clerkships in the Home Civil Service, will take place in London commencing on the 1st August, 1904. Copies of the regulations, syllabus of subjects of examination and forms of application to be filled up by candidates, may be obtained on application at the Colonial Secretary's office.

DR. H. G. Outram Collett, physician on the steamer *Yuengsang*, died suddenly last evening from heart failure while on duty on board the vessel, says the *Manila Times* of the 19th inst. The death was reported to the health authorities and the remains were at once removed to Dell's undertaking parlors. The interment took place at the English Cemetery in San Pedro Macati. Deceased was well known in shipping circles and had many friends in this city.

ADVICES from Honolulu report that the tug *Counselman* has put in a salvage claim of \$40,000 against the C. C. Co.'s steamer *Glacier*, and it is expected that the *Feiries* will demand even more than that. It will probably be some weeks before the matter will be brought before the courts. The U. S. tug *Troquais* claims nothing nor can she, for she is on special service and her principal duty is to assist vessels of any flag in the Islands in distress, free of charge.

Fresh Kodak film, plenty of them, at LeMunyon's, 31, Des Voeux Road.—*Advt.*

## HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

The following is the report for presentation to shareholders at the sixth ordinary meeting to be held at the offices of the general managers on Monday, 14th September, 1903, at 11.30 a.m.

The general managers beg to submit a statement of accounts covering the period from 1st August, 1902, to 31st July, 1903.

After deducting \$50,000 paid as interim dividend the balance at credit of profit and loss account is \$121,121.55, which it is proposed to appropriate as follows:—

To pay a final dividend of 6% making 10% for the year	\$75,000.00
" write off property account	35,000.00
" carry forward to credit of next year's account	11,121.55
	\$121,121.55

CONSULTING COMMITTEE. On returning to the Colony Sir C. P. Chater, C.M.G., resumed his seat on the committee. Mr. A. Haupt resigned on leaving for home, and Mr. A. G. Wood was invited to fill the vacancy, and his appointment requires confirmation at this meeting. Sir C. P. Chater, C.M.G., and Mr. A. G. Wood retire, but being eligible offer themselves for re-election.

AUDITOR. The accounts have been audited by Mr. W. Hutton Potts, who offers himself for re-election. JARDINE, MATHESON & CO., General Managers.

Hongkong, 26th August, 1903.

## BALANCE SHEET, 31ST JULY, 1903.

Liabilities.	
Capital account	\$1,250,000.00
Sundry creditors	34,024.66
Unclaimed dividends	3,041.20
Profit and loss account	121,121.55
	\$1,717,187.41
Assets.	
Property—comprising land, buildings and machinery	\$1,356,420.02
Furniture	2,757.00
Sundry debtors	21,041.92
Cash	1,098.01
Cotton, value of stock	248,140.51
Yarn	313,382.35
Waste	10,000.00
Mill stores	37,186.88
Coal	1,219.14
Costs Insurance and Taxes pertaining to period after 31st July, 1903	10,994.68
	\$1,717,187.41

## PROFIT AND LOSS ACCOUNT.

To Remuneration to General Managers, 10% on balance of Working Account	\$18,423.39
" Remuneration to Consulting Committee	300.00
" Auditor's Fee	250.00
	21,673.39

Interim Dividend of 40 cents per share paid on 70th April, 1903	50,000.00
" balance	121,121.55
	\$192,794.94

## By balance from last year

" gain on working	\$8,405.05
" transfer fees	184,233.89
	192,794.94

JARDINE, MATHESON & CO., General Managers.

I have examined the books and vouchers of the company and certify that the above statement is in accordance therewith.

W. HUTTON POTTS, Auditor.

Hongkong, 24th August, 1903.

## CROWN LAND SALE.

A site, R. B. L. No. 117, containing 12,800 square feet, on Mount Kellett, the Peak, has been applied for and will be put up for sale by public auction on the 14th prox. at 3 p.m., at the offices of the P. W. D. The lot is a rectangular one, being eighty feet by one hundred and sixty feet. The purchaser has to spend not less than \$10,000 in rateable improvements on the lot. A right of way from the Mount Kellett Road to the lot, on line approved by the Director of Public Works, will be granted to the purchaser, who is required to construct substantial retaining walls where necessary along the northern, southern and western boundaries of the property to prevent landslides, in the event of his cutting away the hill to level the site.

The annual Crown rent attaching to the lot is \$74. It will be sold subject to an upset price of \$1,536.

## THE PRICE OF SILVER.

At the thirty-sixth ordinary general meeting of the shareholders of the Bank of Bombay held on the 6th inst. at the Bank premises, Elphinstone Circle, Bombay, Mr. William Greaves presiding, after alluding to the absorption of gold by the Currency Department and the probable value of from five to six crores which must have found its way into the hands of the people, not, however, as a means of circulation, the chairman thus referred to the price of silver. The average net importation of silver is valued at about Rs. 7 crores. Almost all this silver must have been absorbed by the internal markets, for it is well known that no appreciable portion of the metal remains in the import ports beyond a very limited time. The price of the metal ran down to a very low level it will be remembered, and no doubt the low price stimulated buying; but this point should be remembered because if the opportunity occurs again the same effect will be produced. The value of the net gold and silver imports for the year ending 31st March may be regarded as phenomenal coming so soon after the disastrous time of the last few years. To return to the gold taken up by the Currency Department, you may have noticed that the honourable the Finance Member of the Government of India drew attention in his last Budget statement to the effect on the Department. He said our currency balances have naturally been strongly affected by the bullion importations and demands for rupees, and our reserve of Silver coin fell Rs. 15,55,66,000 on November 30, to Rs. 9,01,73,000 on February 22; whilst the amount of gold held increased during the same period from £5,801,189 to £3,461,599. The stocks of both Silver and Gold have, however, since increased, the former to Rs. 9,90,90,000 and the latter to £9,000,000 on 7th March. "The effect, however, was very different from that produced in 1900-01, by somewhat similar, if larger, imports of Gold. At that time Government were obliged to coin fresh rupees to an enormous extent. On this occasion the effect was only to reduce the silver reserve to a threatening point, which led Government to act in so far that they purchased a small quantity of silver early this year as a precautionary measure. Silver, however, immediately afterwards began to return to the Department, gold imports fell off, and no further action was apparently taken. On the former occasion Government had to coin fresh rupees largely. Then the usual course of events was interrupted by severe famine and Government were obliged to distribute large sums in relief. Fortunately during the past year the country has been free from serious famine. The Government collection of revenue was made in the ordinary way and this money coming in no doubt helped to meet the demand for rupees caused by the presentation of gold. It should be noticed that notwithstanding the large increase of sovereigns in the Treasury they do not yet form any material part of the circulation to the population. By a reference to the trade return for this port, it will be seen that it also has done a large trade during the year ending in March last. The value of its total export or merchandise being 38 crores, whilst the imports, also excluding treasure, aggregate 28 crores, the results of the preceding two years being 27 and 30 crores for exports and 26 crores imports. Taking the imports by Rail and Sea of some of the principal articles I find that from 1st July to 30th June there has been received in Bombay: Wheat 37,83,000 cwts., Seeds 90,61,000 cwts. and Cotton 23,72,000 bales; whilst during the same period last year the quantities were 27,74,000 cwts., 72,62,000 cwts. and 20,41,000 bales respectively.

## SHIPPING AND MAILS.

MAILED DUE. Indian (*Kumang*) 31st inst. German (*Zieten*) 1st prox. German (*Klausthou*) 1st prox. American (*Siberia*) 2nd prox. Australian (*Chinglu*) 7th prox. Canadian (*Empress of Japan*) 8th prox. Canadian (*Tartar*) 13th prox. American (*Coptic*) 16th prox. American (*America*) 23rd prox.

The N. P. S. Co.'s s.s. *Victoria* arrived at Victoria, B.C., on 27th inst.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Vancouver at 7.30 p.m. on 25th inst.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Shanghai at 4.30 a.m. on 20th inst. and leaves again at 2 p.m. same day for Nagasaki where she is due to arrive at 7 a.m. on 31st inst.

The Imperial German Mail s.s. *Zieten* carrying the German Mails with dates from Berlin of the 4th inst., left Singapore on Thursday, at 6 p.m., and may be expected here on 1st prox. at 5 a.m.

The Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

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## TELEGRAMS.

(Reuter's.)

## Turkey and the Balkan Trouble.

LONDON, 27th August.

It appears that Turkey is realizing the danger of delay and has decided to crush the insurgents with an overwhelming force.

## Harvest Prospects in England.

Continuous heavy rains in England have caused widespread damage to the harvest and the prospects are most gloomy.

## The Army Manoeuvres have been postponed on account of the state of the crops.

## The Tsar to Visit Austria.

The Tsar, accompanied by Count Lamsdorff, will visit the Emperor Joseph in September.

LATER.

## The Third Race for the "America" Cup.

The race is off. The result of the skillful jockeying of the *Reliance* was that neither boat crossed the starting line till after the handicap gun had fired; the *Shamrock* thus losing 107 out of 157 seconds' handicap. This is the worst tactical defeat ever sustained at the start in any "America" Cup race. The *Reliance* kept the lead on the fifteen-mile windward stretch, turning the mark some minutes ahead of the *Shamrock*.

(Shanghai Mercury.)

## Missionary Wounded near Canton.

Hongkong, 24th Aug., 11.15 a.m.

Rev. Homoyon of the Berlin Mission, was attacked last Tuesday on the North River by pirates, who robbed and badly wounded him with "bullet" in the face. His wife's maid, his own servants and the boatmen were also wounded. The affair occurred at the same spot where the American railway engineers were recently attacked. The German Consul in Canton, to which place Homoyon has returned, has taken up the matter.—D.O.L.

(China Gazette.)

## Chinese Destroy German Shantung Telegraph Lines.

Chin-chow, August 18th.

Sixty miles of the German Telegraph system in Shantung have been destroyed by the Chinese, thus forestalling, if not indicating, the necessity for German military railway guards.—A. in Manchuria.

## Great Floods in Shantung.

Chin-chow, August 18th.

The floods in Shantung district have resulted in heavy damage to the Shantung Railway. The Yellow River has broken its northern embankment below Tsinan, flooding all the territory between that point and the sea.

## Emissary of Princes Tuan Arrested.

London, 24th August.

The local authorities of Tientsin have arrested a secret society man, named Chwang Ching-wan, in whose possession were found several jade seals and a document bearing the name of the ex-Prince Tuan in the Manchu language. After the captive had undergone a formal trial before Admiral Ching, he was sent Nanking to be further dealt with by the Governor.

## Yuan Taitai to be Replaced by Shen-Tun-Jo.

London, 24th August.

It is reported in native official circles here that Yuan Taitai of this port will be replaced by a new man, said to be Mr. Shen-Tun-Jo whose appointment will probably be announced by Imperial Edict in about ten days.

(Via Australia.)

## The Late Pope.

London, July 28th.

The Roman newspapers complain of the manner in which the remains of Pope Leo XIII. were embalmed by Professor Laponi. The papers declare that decomposition set in, and caused the Noble Guard to petition to be relieved from duty at the catafalque.

A Russian Murder.

London, July 28th.

Two Russian peasants have been arrested on a charge of murdering a youth at Rybalsky. The murder had previously been attributed to the Jews of Kishineff, and was alleged to have been committed for "ritual" purposes. One of the peasants has confessed to the crime.

## Britain and France.

London, 30th July.

M. Clemenceau, the eminent French statesman and journalist, has been severely criticised Lord Cranborne, Parliamentary Secretary for the Foreign Office, for condemning, in a speech in the House of Commons the French Associations Law. The English newspapers also severely blame Lord Cranborne for his indiscretion.

## Disaster at a Cricket Match.

London, 2nd August.

A shocking disaster occurred at a cricket match at Perth yesterday, played between Perthshire and Forfarshire. Ten thousand people were present, and 500 people were thrown to the ground, a distance of about 500 yds. One man was killed. Fifty other people were so severely injured that they were taken to the infirmary. One hundred others received minor injuries.

## Persia.

London, 30th July.

Serious riots have occurred in the province of Yazd, Persia. A mob butchered a hundred of the Babi sect of reformers, dragging their mutilated bodies through the streets. The soldiers joined the mob, and threatened the Governor, who appeared them by blowing the Babis from cannons.

London, 2nd August.

Owing to the financial outbreak directed by Mahomedan priests against the Babi sect, the situation in Persia is critical. A tribe has revolted at Shiraz. Three thousand two hundred Babis have been expelled from the City of Isfahan, owing to apprehensions that their presence would cause trouble.

## The Banca Tin Supply.

London, 2nd August.

The tin market is excited, owing to the Dutch Government announcing a reduction in the yield of Banca next year by 5,000 tons. (The tin mines at Banca, Java, are worked by the Netherlands Government.)

ASK FOR ASAHI JAPANESE BEER—G. Girault.

## Sale of Gulf Line Steamers.

London, 3rd August.

It is reported that the Hamburg-American Company has sold five of the oldest vessels of the line, and has acquired four of the newest steamers of the Gulf Line, which are fitted with large cold storage arrangements, and will henceforth transport South American meat fresh as freight.

## Edison's Eyesight Injured.

London, August 3rd.

Persistent experiments with X-rays have injured the sight of Mr. T. A. Edison, the famous electrician, whose eyes are out of focus. One of the assistants engaged in the experiments had his arm paralysed, so that it had to be amputated.

## India and the Sugar Bounties.

London, August 3rd.

The Government of India is discussing a Bill authorising the retention of countervailing duties upon sugar until March 31 next, and reserving a discretion to maintain the duties or to reimpose differential duties against countries restoring the bounties.

## DETERMINED HIGHWAY ROBBERIES IN HONGKONG.

EUROPEAN LADIES FORBIDDEN.

Other instances of the lengths to which some of our desperate street ruffians will go to attain their ends have come to light during the past few days. Shortly after eleven o'clock this morning Mrs. Jackson, wife of Capt. Jackson, late chief officer of the *Hankow* and now a popular official on the *Hankow* to Peddar's Wharf, she was set upon by a cowardly native who snatched a gold chain that she was wearing around her neck, together with a hand bag and bolted amid the cheers of idle rich kids coolies who refrained from assisting Mrs. Jackson. The unfortunate lady returned to the Hotel, and information was given to the police. A few days since Mrs. Jackson had a valuable brooch, studded with pearls, snatched from her while she was passing in front of the Post Office, and although the theft occurred on such a public place and in broad daylight the thief appears to have got away with his booty.

## DEATH OF MR. QUONG TART.

A RESPECTED CHINESE MERCHANT.

No more genuine or widespread regret, probably, would be occasioned by the news of the death of any citizen than will be caused by the announcement that Mr. Quong Tart, the popular Chinese merchant, has joined the great majority. Mr. Tart died last evening at his residence, "Gallipoli House," Ashfield, says the *Sydney E. News* of 27th ult. He had only been ill for a few days. Last Monday he was forced to take to his bed by an attack of pleurisy, and Dr. Traill was called to attend him. He remained in attendance upon the patient until his death, the immediate cause of which was heart failure.

It was not generally known that Mr. Tart was in ill-health, none but his more intimate friends being aware of the fact. He was 53 years of age, and has left a widow and six children. Mr. Tart was a native of Canton, China. He came to Australia 39 years ago, when about 14 years of age, under the care of an uncle, a Chinese merchant, trading to Sydney. Soon after arriving here, he was taken into the household of Mrs. Simpson, and in the Simpson family, and in Mr. J. H. Wani, M.L.C., he always had kindly friends, to whose assistance he owed much of his education and the success of his early life. For some years he worked on the goldfields in the Braidwood district, and afterwards he removed to Sydney, and with the money he had saved commenced business as a restaurateur, achieving success. In 1881 he visited China to see his parents, and was banqueting prior to his departure, by Braidwood residents. While "home" he made arrangements for embarking in the tea trade, in which he was associated until his death, and he built up a large business.

The honourable and respected name which Mr. Tart had achieved here brought him renown in his own country, and the late Emperor of China created him a mandarin of the fifth rank, an equivalent honour to an English knighthood. Mr. Quong Tart was foremost in many philanthropic movements, and his charitable nature found the keenest pleasure in relieving distress in an unostentatious way. Among his own contributions to the relief of the Chinese famine in 1894, he was prominent. He was also a member of the Chinese Relief Committee, and he was one of the founders of the Chinese Relief Committee.

When, on August 19 last year, he was the victim of a murderous assault at the hands of a robber, the citizens of Sydney entertained Mr. Tart in the most flattering way at the Town Hall, after his recovery, and presented him with a cheque for over £300. Mr. Tart many years ago embraced the Christian faith. Socially, he was an entertaining and agreeable companion, and his well-known predilection for singing "Scotch" songs has caused much amusement at many gatherings. In losing Tart, Sydney has lost a citizen who always acted up to citizenship in the highest sense of the word.

The interment took place at Rockwood Cemetery.

## SENSATIONAL DIVORCE SUIT.

Australian papers print the following particulars of the sensational divorce suit in London, when the highest damages on record were awarded the petitioner. The hearing of a divorce suit in which Mr. Constantini, a Greek merchant, petitioned for a divorce from his wife, the daughter of the late Mr. Stephen Ralli, on the ground of her adultery with Dr. Lance, has been concluded. Evidence was given to the effect that Mme. Constantini, who is very rich, had obtained a divorce in Dakota (U.S.) from her husband, and then married Dr. Lance.

The jury found that the respondent and the co-respondent had committed adultery, and that the petitioner had also been guilty of adultery. The jury assessed the damages for the petitioner at £25,000. Sir Francis June, the President of the Divorce Court, reserved judgment on the point whether the act of adultery by the petitioner justified the dismissal of his petition.

Mr. Stephen Augustus Ralli, father of the respondent, was a member of the great Greek mercantile firm of Ralli Brothers, London. He died last year, leaving, net, £1,067,431, one seventh of which went to his youngest daughter, Julia (Mrs. Constantini). There is only one "Lance" in the "British Medical Directory," viz. Dr. Henry William Lance, of South-west, Thurloe Square, London. He was a young man, who graduated at Cambridge in 1892, is assistant registrar at the Central London Throat Hospital, and was formerly house surgeon at the East London Hospital for Children, and at St. Bartholomew's Hospital.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

## ABACA: THE PHILIPPINE STAPLE INDUSTRY.

(Specially written for the "Hongkong Telegraph.")

[Continued.]

The Filipino, no doubt, is the person most fit for the work connected with abaca; for untold generations of that race have been accustomed to the preparing of the fibre, the manufacturing of clothes, muslins, etc. It is a kind of house industry, which procures to the workers a comparatively good income without much trouble or toil.

The Chinese with his ability for all small mechanical work will easily learn all the manual (and pedal) tricks of the decoration; but two things make him a less desirable helper. The first is his unwillingness to perform a work during many hours a day except under the strictest control. This is the drawback of the Shanghai cotton industry. The Chinaman is too lazy to strictly perform a work, which requires constant attention for a daily wage. It is true, that abaca would be able to pay the Shanghai price of manual labour and even of comparative dexterity many times over, but even the highest wages would not keep the average Chinaman at a regular work on daily pay. He would, of course, do much better on a contract basis. But just speak of the poor inventiveness of the Chinese! The Filipino to a Chinese mind! Why, it will make John Smith! "Him belong so plenty much more clever to take it out of the confiding Ang-moi!"

If lazy, he will never work off his advances, if stupid and slow, the manager will have to pay him a daily wage, for he pretends to be unable to perform the required task. If clever and handy to work—well, in that case he is the worst of all! The more he will earn at the game, he will double his tricks to make the work light and quick; the handling of the fibre will be rougher and he will deliver any amount of torn and overstrained fibre, spoiling the quality of the product, just to increase the quantity of his delivery.

In addition a born trader, as John is, he will employ his capital in buying up the product of the lazy and slow coolies at something between quarter and a half of the value. The estate pays for it, and the manager pays double for the hemp, to one coolie in wages, to the other in coin.

The supervision in such a case must be enormously strict and will cost much more than the management of less noisy, obstinate, and tricky people.

As such in first line the Javanese can be mentioned. They are more civilized and less false and obstinate than the average Malay, whom they surpass almost in every kind of work. Also Javanese might do, being more honest and industrious; than either Javanese or Malay. The native races of the Philippines, perhaps with the exception of the Kadayans and the Dayaks (of Sarawak) of little or no use at all.

An estate coolie would work eight to ten hours a day in a more steady way than the Filipino is accustomed to do. It is, however, extremely doubtful, if the coolie would reach the latter's daily output, the dexterity of the Filipino being so much greater. But this would be only a temporary disadvantage; for, no doubt, after a few months' work many of the Javanese would equal, if not surpass any Filipino at the fibre scraping work. A few of the latter race might do good service in instructing the coolies in all the intricacies of the work, to do the sorting and, in general, assist in every work, the coolies have as yet to learn. As soon as a batch of good Javanese have learned the work, it is certain that the gentleman of the leisurely proud race of Tagalogs and Visayas disappears. Their wages would rise too much and their ideas of work may exercise a demoralizing influence on the simple and unpretentious Javanese.

The Filipino, if he works, makes 25 lbs. hemp a day. The average amount of the Javanese coolies in the same year would probably little surpass half that quantity. Besides, the climate at the coasts of Borneo is not just that of a Sanitarium and the drinking water not that of a Spa. Sickness and perhaps death, will play a certain or rather uncertain amount of havoc. And for all these reasons, it will be safe to reckon the Javanese in Borneo only as worth about one-third of the Filipino in his own country.

The Filipino, if working daily, would produce more than three tons of hemp during a year. Say, that the coolie would deliver only one ton, and the whole yearly wages of one man would pay for that ton. The Javanese coolie, generally gets \$5 to \$7 a month. At the rate of \$8 a month old free plantation labourers from Sumatra or even from the coasts of Borneo can be hired. These latter men are so infinitely superior to their raw countrymen, that they probably very soon would beat the Filipino at his own game. But let us for argument sake consider two of them only as worth one Filipino.

The latter produces a ton of hemp in about 60 working days. Say, that the Javanese works 180 days, and his pay would be 180 x 25¢ cents, or 6 x \$3 = \$18. Say, even that three of these men would equal only one Filipino at decorating and the ton would only cost \$72 in labour. A certain amount paid for every pound of hemp delivered would soon develop that kind of Javanese into splendid hemp drawers, and a premium paid for extra good handling would remove all fear of rough dealing in John Chinaman's style. The wages or the price per pound could be fixed on such a scale, that never a tobacco or coffee estate would have witnessed a more contented staff of working men. Men with little aptitude for drawing hemp could be employed at ordinary wages in the fields.

The cost of a Javanese coolie with a three years' contract taken to Br. N. Borneo will be somewhat more than \$60, half of which sum is to be recovered from the wages at the rate of about \$2 a month, practically during the first 15 months the men's wages are therefore only \$5, not \$8.

The buildings of a hemp estate are comparatively cheap and consist only of the houses for the European staff, those for the overseers and coolies, one or two working sheds, a packing godown and perhaps a Chinese shop and a watchman's house. \$2,000 will easily provide all these items. If the communication is over sea, the estate will have to have a rowing boat and a lighter with sails and, at a more advanced estate of the work, a steam launch.

In the first years the former craft will be or perhaps must be sufficient. The rising profits of the estate in due time will procure the launch.

If economical management is a vital question, the manager alone can direct all the work of the first two years. For possible cases of the necessity to work, however, scarcely be desirable. The output of the first 24 years would therefore roughly amount to the cost of houses \$3,000, boat and lighter \$2,000, 120 to 150 coolies contracted at \$50, say \$7,200 to \$9,000, manager's and assistants' salary (very low calculation) at \$300, viz. \$200 per month \$15,000 coolies wages, say at average \$6 monthly = \$1,800 per year, or \$27,000 for the whole time of the preparatory works. Further costs of medicines, doctor, personnel of the lighter, office, seed

ASK FOR ASAHI JAPANESE BEER—G. Girault.

plants, press, implements, etc. About \$6,000 would be spent with little return up to that time, but of east 300 acres would be very near in full bearing. The first planted trees, as well as the most favourably growing, would have given a 1-1/2 tons of fibre, but this would not amount to very much, say about 20 tons. Mr. V. Zuend, who once started a small trial combined with a tobacco plantation in Sumatra, which he had to give up very soon for want of capital, relates his own experience: "Two months after the root has been planted, the shoots are appearing which rapidly spread. From these shoots within seven months three to four metres high (10' to 13') stems with enormous leaves are developing. In a close planting I had a considerable number of eighteen months' old clusters, which numbered 21 stems with a diameter near the ground of 20 cm. (8 inches)."

My estimate of only 20 tons fibre or 90,000 stems from 300 acres, therefore, seems rather below than above the mark and may be surpassed by the results tenfold. At all events a full crop can scarcely be expected in less than three years, but the estate will long before that time have begun to almost balance the expenses.

For the working of the crop of 300 to 350 tons, however, a greater number of coolies will have to be procured and, if all the work has to be done by hand, very little short of 300 men will be required, necessitating a renewed outlay of say, \$9,000 for labourers and some more expenses for quarters, working sheds, additional houses and assistants.

In general, it may be said, that a working capital of about \$80,000 will be required, if no risks are to be run. Compared herewith the value of a full crop of say, only 100 tons 300 at \$30 = \$9,000, which can be yearly obtained without considerably exceeding the regular expenses in salaries, etc. This will be highly taxed at \$40 cool and it is evident that a net is a most profitable produce.

Mr. Foreman gives an estimate of an estate in Abay (Luzon) thus: The outlay of capital is \$37,500, the yearly expenses \$9,750. The estate pays in crop (hemp) and buys the latter back from the coolies at less than the market price. The estate derives a profit of \$3,750 from this sale, and the total value of the crop \$27,000.

The land is bought planted with two years' old trees for \$50,000. Shed, press, houses, cattle, horses and carriages figure at \$6,500. \$100 are counted as "free advances" a typical complaint in the "free labour" system, of which the contract system is not quite exempt. Unfortunately Mr. Foreman does not state to what extent the second year's crop surpasses the first (really the "second" means the fourth year after planting). The number of stems cut must be far greater and the result in value higher.

Even in the first working year more than 30% on the whole outlay are recovered and the profit on the working account is almost 30%. In former the facility of buying an estate "ready made" of course, is not to be reckoned on and the latter has to do all the work himself, while the Manila planter buys the land and the crop from the natives. In compensation for the greater expenses the Borneo planter will have a more regular plantation and his own, much cheaper labour. He by no means is forced to give half his crop away for the decoration and manages his estate without any troublesome, rebellious natives.

The above estimate rests exclusively on the employment of hand labour. The question of decoration by machinery is not quite settled.

It is said, that most of the machines employed break the fibre at about 4 feet. As the length of the fibre is one of the most important features of abaca, this defect is rather serious. It will, however, be possible to decorate at least the shorter strips cut from the outer petioles in this wholesale way at the rate of, say, half a ton a day (the engine-builders put the amount at 300 in 12 working hours which seems impossible considering the quality of the working men in a tropical estate). The decent art most in use is a revolving cylinder of about 4' diameter with scrapers or knives interspersed of twelve inch cylinder and an adjustable cushion and clean scraped with incredible quickness, the revolutions (about 200 in the minute) giving to the knives a surprising effect. After scraping one half, the strip is pulled back and the other half introduced, in the same way as this is done by the single worker at the pulling frame.

## LORD CURZON'S REMARKABLE SERVICES.

The following items appear in the *Bombay Gazette* in its telegram columns.

The *Times* reviews at great length the high qualities and capacities of Lord Curzon as shown by the success of his administration in India, which has attended his efforts, and which must encourage him in the great scheme of reforms he has set before him. The extension of his term of office, the *Times* says is the best recognition of the remarkable services he has rendered and the magnitude of the task he has undertaken.

All the other papers have articles highly eulogising Lord Curzon's past services, and heartily appreciating the devotion and selfless shown by him in his acceptance of an extension of his term of office.

The *D. I. Chronicle* congratulates India on Lord Curzon's decision.

The *Morning Post* says that though absent Lord Curzon's service in India is such as to make it impossible for the British public to forget him.

The *Standard* says that Lord Curzon has been eager and strenuous beyond the most energetic of his predecessors, and in consenting to remain in India he is sure of the applause and gratitude of his countrymen.

A WRITER in *Pag's Magazine* remarks that, however bad our shipping and shipbuilding may be as industries at the present time, they are not to be compared with those of America. The *Admiral* of the United States Shipbuilding Combine is not only an object-lesson in combine-mongering, it is also a revelation in American shipbuilding. That this combination should have depreciated by nearly forty million dollars in a twelvemonth of trading is not credible. It was, of course, enormously over-capitalised, but then it does not seem to have made a cent of profit, although its yards have on hand so many vessels for the United States Navy. For one thing, the Shipbuilding Combine does not seem to have been supported by the expected orders for new ships from the Navy Department. This is not surprising for the Morgan Combine are finding out not only that they paid far too much for their steamers, but also that the Atlantic shipping trade is by no means always a money-making business. It will be very much the reverse under the war of rates which is impending while we wait. The Combine are laying up some of their vessels; but, on the other hand, the sailings of the White Star boats (perhaps the only profiting re-organisation of the Morgan Combine) is alternately asserted and denied.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

## A CANADIAN PACIFIC CHINA COAST SERVICE.

The Canadian Pacific Railway and Steamship Company now intend to extend the route of their steamship line in the Far East and to open a coast service in China. At the moment that such a step came into contemplation Mr. Harry Bush of Bush Bros. of Newchwang is reported to have made a proposal to the head office of the C. P. R. to open a steamship service between the Gulf of Pechili and Hongkong, and we (*China Gazette*) understand that the C. P. R. will act upon the suggestion of Mr. Bush as soon as its Atlantic service, now being organized, is working.

## COMMERCIAL.

## WEEKLY SHARE REPORT.

Messrs. Benjamin, Kelly and Potts report under yesterday's date as follows:—

Some small and unimportant transactions have taken place during the past week and, apart from the depreciation in Farnham's, quotations generally have undergone but little change. The settlement is passing off smoothly.

The Hongkong and Kowloon Wharf and Godown Company, Limited, has declared an interim dividend of 2½ per share payable on the 31st instant until which date the transfer books are closed.

The Hongkong Hotel Company, Limited, has advertised its ordinary half-yearly meeting for the 7th September. The transfer books will be closed from the 1st to 7th proximo, both days inclusive.

The Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited, has given notice of its ordinary annual meeting to be held on the 14th September. The transfer books will be closed from the 8th to 14th proximo, both days inclusive.

Banks—Hongkong and Shanghai Banks have not maintained their position and are quoted at \$55, but at lower rates shares can probably be placed. The London quotation is 16s. Nationals have been dealt in at 18s.

Marine Insurances—Cantons have improved and sales at \$181 have been effected. China Traders have again been done at \$60. We have heard of no transactions in other stocks under this heading.

Fire Insurances—Hongkong Fires continue weak at \$37½. China Fires have been fixed at \$80.

Shipping—Hongkong, Canton and Macao Steamboats are in the market at \$35. Indo-China has slightly hardened and business at \$83 to \$86 has been transacted. China and Manilla are obtainable at \$20. Douglas Steamships are without business and quotation is unchanged. Star Ferries are quiet at \$28 (old) and \$18 (new). Shell Transports, after sales at \$1 1/2, have weakened to \$1.

Refiners—China Sugars continue in request at \$95. Luzons have changed hands at \$71.

Mining—Pujoms have gone down to \$19. Raubs are \$9 nominal and Jebeus have dropped to 50 cents. Chinese Engineerings have sellers at 11s. 6d.

Docks, Wharves and Godowns—Hongkong and Whampoa Docks have been negotiated at \$205 ex the dividend of \$6 paid on the 25th instant. Farnham's have declined to 11s. 15s. Hongkong and Kowloon Wharves are quoted at \$88. Hongkong Wharves are to be had at 11s. 25s ex the interim dividend of 11s. 5 paid in Shanghai on the 25th instant.

Lauds, Hotels and Buildings—Hongkong Land Investment shares continue in demand at \$155. Shanghai Lands are unaltered with sales at 10s. 10s. Hongkong Hotels have small sales at \$153 and Orient Hotels are required for \$50. Astor House Hotels are reported sold in Shanghai at \$28. Humphreys' Estate and China Providents are steady at \$11 and \$99, respectively.

Cotton Mills—There is nothing to report. Cigar Companies—Sunfai can be placed at 11s. 11s ex the interim dividend of 11s. 3 to be paid in Shanghai to-morrow.

Miscellaneous—After changing hands at \$24, Green Island Cements have weakened to \$23, but at the latter price shares can be placed. S. Watsons remain firm at \$24. There is no change in the quotations of Electricities. China Light and Power shares are quoted at \$54. Langkats keep firm at 11s. 20s. The interim dividend mentioned in our last report is payable on the 15th proximo. We have added to our list the Shanghai and Hongkong Dyeing and Cleansing Company, Limited. The capital is \$600,000 divided into 1,200 shares of \$50 fully paid up. Quotation is par.

## YESTERDAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	110 1/2
Bank Bills, on demand	110 7/16
Credits, 4 months' sight	110 1/2
On Berlin, (demand)	111 1/2
ON PARIS, Bank Bills, on demand	234
Credits, 4 months' sight	233
ON NEW YORK, Bank Bills, on demand	45 1/2
Credits, 30 days' sight	45 1/2
ON HAMBURG, Telegraphic Transfer	139 1/2
On demand	392
ON SHANGHAI, Telegraphic Transfer	28
Private 30 days' sight	100 1/2
ON YOKOHAMA, T.T.	89 1/2
Sovereigns, Bank's Buying Rate	104
Gold Leaf 100 to the ounce	16 7/8
Per Silver	16 1/16

## OPIMUM QUOTATIONS.

Yesterday's quotations are as follows:	Per chest
MALWA NEW	900
"LAST YEAR	920/940
"OLDEST	970/1,040
PATNA NEW	100
"OLD	No Sales
BENARES NEW	107 1/2
"OLD	No Sales
PERSIAN (PAPER)	750/840

## To-day's Advertisements.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS)



## Shipping—Steamers.

## Shipping—Steamers.

## Consignees.

## Consignees.

OCEAN STEAMSHIP COMPANY, LD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"DEUCALION"	On 3rd September.	
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 9th September.	
GLASGOW and LIVERPOOL	"JASON"	On 17th September.	
GLASGOW and LIVERPOOL	"PAK LING"	On 23rd September.	
GLASGOW and LIVERPOOL	"TANTALUS"	On 1st October.	
GLASGOW and LIVERPOOL	"ANTANOR"	On 7th October.	
GLASGOW and LIVERPOOL	"OANFA"	On 14th October.	
GLASGOW and LIVERPOOL	"OANFA"	On 21st October.	

S.S. "DEUCALION" left Singapore 28th inst. p.m. and is due here 3rd Sept.  
S.S. "TELEMACHUS" left Tacoma on the 9th inst. for Japan Ports and Hongkong.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & A'WERP.	"NESTOR"	On 1st September.
MARSEILLES, LONDON & A'WERP.	"KINTUCK"	On 15th September.
*LIVERPOOL	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON & A'WERP.	"GLAUCUS"	On 29th September.
MARSEILLES, LONDON & A'WERP.	"AGAMEMNON"	On 13th October.
*LIVERPOOL	"JASON"	On 23rd October.
MARSEILLES, LONDON & A'WERP.	"PAK LING"	On 27th October.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and "DEUCALION"		On 4th September.
all PACIFIC COAST PORTS, via "CALCHAS"		On 2nd October.
NAGASAKI, KOBE and YOKOHAMA, via "OANFA"		On 2nd November.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

Hongkong, 29th August, 1903.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO and TIENTSIN	"KWEIYANG"	1st September.
NINGPO and SHANGHAI	"KEANG"	2nd "
MANILA	"YUENHANG"	4th "
IOLO	"CHANGSHA"	8th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	8th "
MANILA	"SUNGKIANG"	9th "
YOKOHAMA and KOBE	"CHINGTU"	12th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

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Hongkong, 29th August, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
PERLA	1980	J. McGinty	CEBU and IOLO	MONDAY, 31st Aug., at 4 P.M.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 5th Sept., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 12th Sept., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 29th August, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

THE OREGON RAILROAD AND NAVIGATION COMPANY

Operating in Connection with

STEAMSHIP

Tons Captain To Sail

"INDRASAMHA" 5,197 W. E. Craven Sept. 13, 1903.

"INDRAVELLI" 4,899 R. P. Craven Oct. 14, "

"INDRAPURA" 4,899 A. E. Hollingsworth Nov. 14, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian, and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI (DIRECT)	"DAI IN MARU"	T. Ogata	SUNDAY, 30th Aug.
FOR ANPING	"MAIDZURU MARU"	K. Akashi	WEDNESDAY, 2nd Sept.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SATURDAY, 5th Sept.
FOR FUCHOW	"ANPING MARU"	J. Coto	WEDNESDAY, 9th Sept.

\* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried. All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co.'s Pootoon at the Customs' water-front premises at Tamsui to land all passengers and cargo. By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 8, Des Vaux Road Central.

Hongkong, 29th August, 1903.

T. ARIMA, Manager.

## CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,  
REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried. BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 8th July, 1903.

## STEAM TO CANTON.

The Splendid New Steel Twin Screw Steamer "KWONG CHOW," 1474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 p.m. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 p.m. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity. Passage Fare, \$1 Single Journey. Meals \$1 each. The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHI UO S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

## "SHIRE" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

The Steamship

"MERIONETHSHIRE,"

Captain G. C. Cundy, will be despatched as above TO-MORROW, the 30th instant, at Daylight.

For Freight or Passage, apply to SHEWAN, TOMES &amp; CO., Agents.

Hongkong, 29th August, 1903.

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"SAMBIA,"

Captain Schmidt, will be despatched for the above Ports TO-MORROW, the 30th instant, at Daylight.

For Freight, apply to HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 19th August, 1903.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Passmore, will be despatched for the above Ports, TO-MORROW, the 30th instant, at 9 A.M.

For Freight or Passage, apply to DOUGLAS, LAURIE &amp; CO., General Managers.

Hongkong, 29th August, 1903.

## TOYO KISEN KAISHA

## MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	H. S. Smith	3,876	WEDNESDAY, 2nd Sept., at 10 A.M.
ROHILLA MARU	E. P. Bishop	3,869	TUESDAY, 8th Sept., at 10 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 29th August, 1903.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports on TUESDAY, the 1st September, at 1 P.M.

For Freight or Passage, apply to DAVID SASSOON &amp; CO., LIMITED, Agents.

Hongkong, 26th August, 1903.

IMPERIAL GERMAN MAIL LINE. HAMBURG-AMERIKA LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"ZIETEN,"

of the NORDDEUTSCHER LLOYD, Captain B. Wilhelm, due here with the outward German Mail about TUESDAY, at 5 A.M., the 1st September, will leave for the above Places about 12 1/2 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS &amp; CO., Agents.

Hongkong, 28th August, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"EASTERN,"

Captain W. Ellis, will be despatched for the above Port on THURSDAY, the 3rd September, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 28th August, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUZ and PORT SAID.

(Taking Cargo at through Rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"PERSIA,"

Captain Cragell, will be despatched as above on SATURDAY, the 19th September, P.M.

This steamer has capital accommodation for passengers. Electric light, and carries a doctor.

For Information as to Passage and Freight apply to SANDER, WIELER &amp; Co., Agents, Prince's Buildings.

Hongkong, 24th August, 1903.

## HONGKONG-MACAO LINE.

## S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURE from Hongkong (on Week Days) at 7.30 A.M., (on Sundays) at about 8.30 A.M. From Macao (Week Days) at about 2 P.M. (Sundays) about 8 P.M. FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. 2nd Class, \$1.50; Return Ticket, \$2.50. 3rd Class, \$1; Steerage, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5.

WILLIS &amp; Co. opposite Central Market.

The Steamer runs an Excursion Trip EVERY SUNDAY in Summer.

For Freight, &amp;c., apply to—

SAM WANG &amp; CO., LD.,

31, Queen's Road Central.

Hongkong, 24th June, 1903.

## NIPPON YUSEN KAISHA.

MID-SUMMER EXCURSION TRIPS TO JAPAN AND BACK.

THE NIPPON YUSEN KAISHA are prepared during the months of JULY and AUGUST to issue First Class Return Tickets from Hongkong to Yokohama and Back for the Round Fare of Yen 98 payable in Local Currency. Return Tickets are available for return up to the 31st October, 1903.

Stop-over Privileges allowed at any port, and between Moji and Kobe passengers have the Option of travelling by the Sanyo Railway.

For Information as to Sailings, Steamers, &amp;c., apply at the Company's Local Offices in Prince's Buildings, First Floor, Chater Road.

T. S. TAKAVANAGI, Acting Manager.

Hongkong, 27th July, 1903.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"EASTERN,"

Captain W. Ellis, will be despatched for the above Ports, on WEDNESDAY, the 23rd September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 27th August, 1903.

## HAMBURG-AMERIKA LINE.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"SAMBIA,"

Captain Schmidt, will be despatched for the above Ports, TO-MORROW, the 30th instant, at Daylight.

For Freight or Passage, apply to HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 19th August, 1903.

## HAMBURG-AMERIKA LINE.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"SAMBIA,"

Captain Schmidt, will be despatched for the above Ports, TO-MORROW, the 30th instant, at Daylight.

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Hongkong, 19th August, 1903.

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For Freight or Passage, apply to HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 19th August, 1903.

## "BARBER" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "SHIMOSA" FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd September will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th September, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st August, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL &amp; CO., LIMITED, Agents.

Hongkong, 26th August, 1903.

## "INDRA" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRADRO,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 2nd September, at 10 A.M., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

JARDINE, MATHESON &amp; Co., Agents.

Hongkong, 26th August, 1903.

## FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAMBIA,"







High Class  
Gentlemen's  
Outfitters.

EVERYTHING  
UP TO DATE.  
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,  
HONGKONG,

GENERAL DRAPERS & HIGH CLASS  
DRESS-MAKERS.

High Class  
Gentlemen's  
Outfitters.

FAMED FOR  
SHIRTS.  
28, Queen's Road.

CHARMING SHIRT WAISTS.

DAINTY SILK BLOUSES.

NEW COFFEE COATEES.

WE SHALL BE PLEASED TO SEND A SELECTION  
OF THE ABOVE ON APPROVAL TO OUR  
CUSTOMERS ON RECEIPT OF THEIR  
INSTRUCTIONS.

EVERYTHING FOR LADIES' AND CHILDREN'S WEAR.

WILLIAM POWELL, LTD.

34, Queen's Road Central,

Hongkong.

August 10th.

R. G. HECKFORD,  
MANAGER.